



ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,656 號六十五百六千六萬壹第 日二十二月七年三統宣 HONGKONG, THURSDAY, SEPTEMBER 14TH, 1911. 四拜禮 號四十月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS

NEW

PIANOS

ON HIRE

AT

\$10 PER MONTH.

**TUNING AND REGULAR
ATTENTION INCLUSIVE.**

**S. MOUTRIE & CO.,
LIMITED.**

[330-2]

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, 1862.

Insurance of Forces	\$39,711,465.00
Assets	9,872,930.00
Income for Year	3,862,071.00
Total Security to Policyholders	9,520,050.00

LEFFERTS KNOX, Esq., Hongkong, Canton, Hainan, Siam and the Philippines.
 District Manager.
W. TAPE, Esq., District Secretary.
 Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board: Hongkong.
STRA PAUL CHATER, Esq., C.M.G.
T. F. HUGHES, Esq.
J. LAFFRENTZ, Esq.

5-1255

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
HONGKONG 28th April, 1908. [a798]

SINGON & CO.
IRON, Steel, Metal and Hardware Merchants
 Wholesale and Retail Ironmongers, Pig
 Iron and Foundry Coke Importers. General
 Storekeepers and Shipchangers. Nos. 35 & 37
HING LOONG STREET (2nd St. west of Central
 Market). Telephone No. 515. 1563

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m.	Every 15 minutes.
8.00 a.m.	10.00 a.m.	Every 10 minutes.
10.00 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 10 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 10 minutes.
2.15 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.

8.00 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	Every 10 minutes.
11.45 a.m.	to 12.00 Noon.	Every 15 minutes.
12.00 Noon	to 1.00 p.m.	Every 10 minutes.
1.00 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	Every 10 minutes.
6.00 p.m.	to 7.00 p.m.	Every 15 minutes.
7.00 p.m.	to 8.10 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at
Company's Office, Alexandra Buildings,
100, Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Highgate 16th June, 1911

BREWER & CO., LTD.,
 PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.
NEW BOOKS BY TO-DAY'S
 MAIL.
 INCLUDING—

THE LITERARY PAGEANT Published in Aid of Prince Francis of Teck's Memorial Fund for Middlesex Hospital. Edited by STANLEY PORTAL HYATT Contributions by the best Writers and ARTISTS of the day. PRICE 90 Cents.	THE MASTER OF MRS. CHILVERS, by Jerome K. Jerome... \$2.60 MY TROPIC ISLE, by E. J. Banfield 9.00 (Author of "Confessions of a Beachcomber") JAVA, SUMATRA and the other Islands of the Dutch East Indies, by A. Cabaton 9.00
	THE HISTORY OF WALES From Earliest Times to EDWARDIAN CONQUEST, in 2 Volumes, by J. E. LLOYD ... \$17.00
	BOOKSELLERS PRINTERS & STATIONERS. [a27]

BREWER & CO., LTD.,

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.
MANUFACTUREERS OF
HIGH - OLASS
SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

MITSUBISHI DOCKYARD AND ENGINE WORKS.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks.	(No. 1 510 ft.	77 ft.	26 ft.
	(No. 2 350 ft.	53 ft.	24 ft.
	(No. 3 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
 The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
 ready at short notice.

AT KOBE :-Telegraphic Address: "WADADOCK" KOBE.

	Floating Docks.	
	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	56 "	66 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerleg, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[4751]

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

P. & O.
Steam Navigation Co

HOMEWARD PASSENGER SEASON 1912.
S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1901
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT:—
MARSEILLES - - - - - APRIL 13TH.
LONDON - - - - - APRIL 20TH.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON.—

1ST SALOON	£71.10	SINGLE;	£106.14	RETURN.
2ND	£48.8	„	£ 72.12	„

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.


CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
 Sundays at 9 A.M. and 12.30 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
 Sundays at 7.30 A.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M., connects with the
Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.

a144] Hotel Mansions, Opposite Hongkong Hotel.



KUPPER
PILSENER BEER.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.

TELEPHONE NO. 75.

KELLY & WALSH, LTD

<p>JANE'S FIGHTING SHIPS 1911. Giving full particulars of Battleships, Cruisers and Torpedo Craft, of the Navies of the World, and Naval Dockyards, with a special article on the Progress of Warship Engineering, and a Silhouette Index of Merchant Ships of the World. Price \$17.00</p>	<p>NEW NOVELS. POPULAR AUTHOR. \$1.75 each. By William J. Locke "The Glory of Clementina Wing" By Louis Tracy "Sylvia's Chameleon" By S. R. Crockett "Love in Pernicketty Town" By William Le Queux "The Indiscretions of a Lady's Maid" By Mary Johnston "The Loong Roll" By Maurice Hewlett "Brasshead the Great" By Arnold Bennett "The Card" By Anthony Hope "Mrs. Maxen Protects" By Stanley P. Hyatt "The Land of Promises" By Dorothea Gerard "City of Enticement" By Robert W. Service "The Trail of the Ninety-Eight" By Eleanor M. Ingram "The Game and the Candle" By Thomas Cobb "The Choice of Theodora"</p>
<p>THE REDUCTION OF DOMESTIC MOSQUITOS, instructions for the use of Health Officers, Sanitary Inspectors and Residents in Warm Climates, by E. H. Ross, M.R.C.S. Price \$4.50</p>	
<p>The World of Life: A manifestation of Creative Power, Directive Mind and ultimate purpose, by Alfred Russel Wallace King Edward VII. as a Sportsman, by Alfred E. T. Watson Unfinished Man: a Scientific Analysis of the Psychopath or Human Degenerate, by Albert Wimmer, M.D. England in the Sudan, by Yacoub Fasha Artin The Story of the British Navy from the Earliest Times to the Present Day, by E. Koble Chatterton Before an Audience: The Use of the Will in Public Speaking Humorous Hits and How to Hold an Audience The Art of Speech and Deportment, by Anna Morgan</p>	<p>86.50 17.00 9.00 8.00 6.00 2.00 2.75 4.50</p>

THE YOKOHAMA DOCK
CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

105 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

FOR SALE

AUSTRALIAN BUTTER.

There is
Nothing better than the best.
We keep it.
Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and cold as ice.

THE
DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

BY popular English Manufacturers.
Bores and Sizes.

SMOKELESS POWDERS and **CHILL**
SHOTS. From No. 10 to SSSG. at \$
and \$7.50 per 100. **SPORTING REQUISITES**
and **AIR GUNS** in Variety.

Inspection Invited.

WM. SCHMIDT &
Hongkong, 26th October, 1906.

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites Luxe
Bedrooms with European Bath and
Lavatory attached!
Perfect Sanitation.
The new Lounge will Shortly be Completed
A la Carte Restaurant and Grill Room
Open 1st October.

J. H. TAGGART, Manager

**KING EDWARD
HOTEL.**

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms,
Private Bar and Billiard-Rooms,
Hot and Cold Water throughout,
Electrically Lighted Electric Fans (if
required),
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [S. 967]

GRAND HOTEL
 QUEEN'S ROAD, CENTRAL.
**A FIRST CLASS AND UP-TO-DATE
 HOTEL.**
ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and made in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans, Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, **CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION.** Sanitary Arrangements of the latest **HOTEL** and **UPPER MEANS** ALL STEAMERS. Monthly Rates for 10/6 and Dinner. Special Rates for married families on application to

FREDERICK REICHMANN,
 Proprietor.

(late Manager of J. H. LYONS (Treaders) leading Cafeteria in London, and ALL **GRAND ORIENTAL HOTEL, Colombo.**)

Telephone No. 102

TELEPHONE NO. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [s43]

"BRAESIDE."
PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.

Telephone No. 690.
Apply to— MRS. F. W. YATTS,
"Braeside," 22, Macdonnell Road.
Hongkong, 4th December, 1907. [s32]

VICTORIA HOTEL.
SHAMEEN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTER OF PRATA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.

**BIJOU SCENIC
THEATRE.**

FLOWER STREET.

9.15 P.M. Every Evening 9.15 P.M.
CINEMATOGRAH VAUDEVILLE.
MISS VERA FERRACE,
MISS VERA FERRACE,
 and
THE LATEST MOVING PICTURES.
7.15 P.M. Pictures only 7.15 P.M.

Electric Fans Throughout Theatre.

Lessee and Manager: B. H. STEPHENSON.
Hongkong, 8th September, 1911. [1092

INTIMATION

**A. S. WATSON
& CO., LTD.**

ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS.

[25]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the
news columns should be addressed to THE
EDITOR.

Correspondents must forward their names
and addresses with communications ad-
dressed to the Editor, not for publication
but as evidence of good faith.

All letters for publication should be
written on one side of paper only.
No anonymously signed communications
that have already appeared in other papers
will be inserted.

Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply
is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Luen.
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1911.

We observe that the Ministry of Commu-
nications in Peking is desirous of seeing the
great trunk line of railway from Canton to
Hankow completed in three years. Some
time ago we calculated that at the present
rate of construction, this important under-
taking would take something like seventy
years to complete. This line has now been
added last year; construction on the Hunan
section was carried on over the 30-mile
section between Changsha and Chuchow,
while on the Hupeh section nothing was
done at all. Our readers are familiar with
the reasons for this state of things—lack of
funds, dissensions among shareholders, and
lack of honest and efficient management.
When writing his Report for the year 1910
the Acting British Commercial Attaché
opined that the experience gained with
respect to this and other important lines in
China entrusted to semi-official companies—
the Hangchow-Nippo and the Szechuan-
Hankow lines to wit—would bring home to
the Chinese Government and the people of
China the folly of embarking on costly and
difficult railway undertakings in the present
state of the country's finances and convince
them, as no amount of theoretical argu-
ment can, of the wisdom of taking advantage

of the opportunities still open to them of
utilising foreign capital and foreign skill
to provide the Empire with well-built rail-
ways at a reasonable cost. The Government

has learnt the lesson, but the telegrams
which have been coming over the wires this
week relating to the disturbances in Szech-
chuan show plainly enough that the lesson
has still to be learnt by the people. These
reports, however, serve to draw attention
to the fact that we have heard nothing
for a long time of opposition to the employ-
ment of foreign capital for the construction
of the Canton-Hankow line. When it was

announced some months ago that a loan of
£8,000,000 had been arranged between the
Ministry of Communications and groups of
British, French, German and American
bankers for the construction of 1,200 miles
of railway in Hunan, Hupeh, and Szechuan
provinces, strong opposition on the part of
shareholders manifested itself at once,
especially in Hunan and Hupeh. Since the

appointment of H. E. TUN PANG, as
Director-General of these railways, however,
we seem to have heard little of these troubles
until within the past week, when news came
through of serious disturbances in Szechuan,
arising, it is said, out of the decision to build
the line with foreign capital. Those who
have read Mr. R. F. JOHNSTON'S account of
a journey from Peking to Mandalay will
perhaps recollect what he wrote of the
enthusiasm evinced in Chengtu for the
project to give the city railway connection
with the Yangtze. Chengtu is a wealthy
city. Mr. JOHNSTON, who has travelled
extensively in China, wrote that he had
never met so much evidence of great wealth
elsewhere in China, and he added that he had
certainly never encountered so many beggars.

The officials of Chengtu he regarded as
among the most progressive and enlightened
in China. He mentioned noticing in
many towns and villages of Szechuan,
Chinese proclamations giving the people
an outline of the railway scheme, point-
ing out the great benefits to the trade and
prosperity of the province that would result
from its fulfilment, and inviting or com-
manding popular co-operation. Every local
official, it seems, was required to take a
definite number of shares, the number to vary
according to the official's rank and reputed
wealth, each shareholder being permitted to
get rid of his shares in the best way possible
by distributing among the well-to-do people
subject to his jurisdiction. A start was
made with the work of construction in
December, 1909. In April, 1911, construc-
tion trains were running for six miles above
Ichang, and the embankment was completed
for about 13 miles, the first tunnel, 1,000

feet long, had been successfully pierced, and
work on another tunnel 6,000 feet long is
being pushed forward. Whether this may
be considered fair progress for a period of
twenty months we are not in a position to
judge, but as it, at least, represents some
degree of progress we can understand the
resentment engendered in the breasts of
shareholders on learning that foreign
capital has been borrowed for
the work and that foreign super-
vision is an indispensable condition of
the loan. We may be quite sure, however,
that the Government would not have had
recourse to foreign capital for this line if there
had been good prospects of the requisite
amount of capital coming from Chinese
sources. The sooner these railways
are constructed the better it will be for
China—for the people as well as the
Government; and since the money is not
immediately forthcoming from Chinese
sources the Government is unquestionably
acting in the best interests of the country
in availing itself of offers of foreign capital
especially as the conditions of the loan
provide the very necessary guarantees
that in the construction of the lines the
country will receive full value for the money
it expends.

Our Macao correspondent reports the murder
of a girl of ill-fame in a Chinese boarding-house.
She was found bereft of all her jewellery.

Between nine o'clock and midnight on
Tuesday clothing to the value of \$30, and
American gold dollar buttons valued at \$35,
were stolen from 478, Queen's Road West.

A small Chinese boy was convicted by Mr.
Hazell at the Magistrate's yesterday of steal-
ing eight pieces of clothing from 42, Des Vœux
Road. He was sentenced to 48 hours' detention
and eight strokes of the birch.

Mr. Denison, the adviser to the Japanese
Foreign Office, has been presented by His
Majesty the Emperor of Japan with a silver
sword vase, bearing the Imperial crest, and a
sum of money, in recognition of services ren-
dered during the negotiations for the revision
of the treaties.

The Liverpool steamer *Mendana* arrived at
Malta with No. 4 hold on fire. The next hold
contained *Lydia* shells and other explosives.
The vessel was ordered to lie out of the harbour,
where Rear-Admiral Simons and a Naval party
boarded her, extinguished the flames, and
unloaded the dangerous cargo.

One of the big Ceylon elephants in Borowski's
Hippodrome died on board the *Catherine* after
the voyage from Hongkong to Singapore.
The carcass was heaved overboard, its companion
being the only by repeated loud trumpeting.

Four Chinese were charged before Mr. Hazell
at the Magistrate's yesterday with assault-
ing a countryman at Shatin. The defendants
claimed that a piece of land upon which the
complainant had built a house belonged to them,
but it was proved that the land in question had
been sold to the complainant by the Govern-
ment. Defendants were bound over to keep
the peace.

SUPREME COURT.

Wednesday, September 13th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (PUNISH JUDGE).

THE ACTION FOR FALSE IMPRISONMENT.

A motion for judgment in the action brought
by Lai Chi Chin against Tang Wong Shi
to recover the sum of \$70,000, damages for
wrongful arrest and false imprisonment on the
26th February, 1908, was continued.

Hon. Mr. H. E. Pollock, K.C., instructed by
Mr. Hind (of Messrs. Brutton & Hett), was for
the plaintiff, and defendant was represented by
Mr. Potter, who was instructed by Mr. P. W.
Golding (of Messrs. Golding, Barlow & Mor-
rell).

Mr. Pollock submitted that the crucial point
for the Court to consider was: Is the process
under which the arrest and imprisonment took
place set aside, and, secondly, on what ground is
it set aside? The question was whether the
judgment and execution had been set aside in
good faith.

Mr. Potter was heard afterwards.
His Lordship reserved his decision.

THE NEW POST OFFICE BUILDING.

Tenders for a lease of the whole or part of
the top floor of the New Post Office are to
be opened at the Colonial Secretary's Office to-
morrow. We understand that some tenders
have been sent in, or will be submitted, and
we have also heard the suggestion that if the
Government fail to obtain a suitable tender
plenty of applicants would be found among the
Civil Servants of the Colony for the rooms—
numbering over twenty in all—as living rooms.
Whether any representation of this nature has
been made to the Government we are unaware,
but the suggestion seems worthy of considera-
tion as offering a satisfactory alternative to
some of the uses to which current rumour says
these quarters in a Government building may
be put.

CRIME IN MACAO.

Our correspondent at Macao writes in strong
condemnation of the Government for tolerating
the delinquencies of the Electric Light Co. of
that city. The city is frequently without
light. A night or two ago in the street near the
Chinese hospital, a man was stabbed and under
cover of the darkness his assailant escaped.

A CONFIDENCE TRICKSTER IN
SHANGHAI.

FORMERLY IN MACAO POLICE.

Another stage was reached last week at
Shanghai in the proceedings against the Por-
tuguese named Da Costa, who was recently
arrested on charges of obtaining goods by false
pretences. At the Mixed Court a representative
from the Broadway Drapery Stores stated that
on the morning of 26th August accused came
to the shop and ordered certain goods, saying
he would pay for them on the following Monday.
Witnesses sent to the address given to collect the
money, but was unable to get satisfaction and so
informed the police. Similar evidence was given
in support of the charges by representatives of
Messrs. Hope Brothers, Bennett Bros., and Lane,
Crawford, Ltd. There were also two charges,
one by the Portuguese Consul-General and the
other by a Portuguese solicitor for accused using
their names in obtaining the goods. This is a
very serious charge under Portuguese law.
Accused admitted all the charges and stated that
he was a European Portuguese and had been in the
Macao Police. The Portuguese Consul,
however, refused to recognise him. He had also
served four years in the Colonial Office in Hong-
kong. His only reason for obtaining the goods
was to get clothing for his children and to
help him to pay the rent. He had been in
Shanghai for over eight months and had
been unable to obtain any kind of employment.
Asked why he was not recognised by the Consul-
General, accused said he did not know; but he
was a very poor man. He appealed to the court
to take all the circumstances of the case into
consideration and said that if they would give
him a month or six weeks he would get money
from home to pay back the complainants. Mr.
Gardiner said that the accused would be retained
until Friday and that in the meantime efforts
would be made to induce the Portuguese authori-
ties to assume jurisdiction.

A STRANGE SIGHT.

PILLAR OF FIRE IN THE GULF OF SIAM.

Capt. Tallafem of the s.s. *Sofia* witnessed at
sea a remarkable sight on the morning of the
24th ult. He was called up at one o'clock by
his chief officer to look at a curious phenomenon.
From the surface of the water about thirty
fathoms from the steamer there sprang up what
appeared to be a pillar of light, the rays of which
illuminated the whole ship. The light was very
strong and appeared to be electric. It lasted
about an hour. Capt. Tallafem says that a
similar phenomenon occurred a year or two ago
in the Straits of Malacca, but he had never
heard of one in the Gulf of Siam.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHENG TU INVESTED.

A SERIOUS SITUATION.

FOREIGNERS CONCENTRATED.

PEKING, September 13th.
The Prefect of Tzechow has endeavoured
to communicate with Chengtu, but the
messengers have been unable to penetrate
to the city.

There is a report that the rioters are
attacking the city from four points, and
that the troops are firing from the wall.

A party of eighteen missionaries and
children arrived at Sifu on Monday and
are proceeding to Chungking. It is not
believed that any others have left, the
Viceroy having detained five boats, desiring
their departure to be unsafe.

It is believed that the situation within
Chengtu is not dangerous, otherwise it
would be impossible to spare troops for
manning the walls.

All foreigners have concentrated.
Nevertheless the situation must be re-
garded as serious, owing to the impossibility
of forwarding troops quickly.

It is expected that four weeks must elapse
before considerable reinforcements are able
to reach Chengtu.

[THROUGH REUTER'S AGENCY.]

DROUGHT BREAKS IN ENGLAND.

LONDON, September 13th.
The drought has ended in the North,
heavy rains having fallen at Bradford and
North Wales, while showers have fallen in
the South of England.

INCREASE IN ATLANTIC FARES.

LONDON, September 13th.
The Atlantic Steamship Companies have
raised the steamer rates by five shillings.

FAILURE ON NEW YORK STOCK
EXCHANGE.

LONDON, September 13th.
On the New York Stock Exchange the firm
of Van Schaick has failed for \$4,000,000,
which is mostly secured.

ABOLITION OF LIQUOR PROHIBI-
TION IN MAINE.

LONDON, September 13th.
By a referendum the State of Maine has
decided by a narrow majority in favour of
the abolition of liquor prohibition intro-
duced in 1853.

ANGLO-PORTUGUESE COMMERCIAL
TREATY.

LONDON, September 13th.
The Portuguese Minister has informed
Reuter's correspondent that negotiations
with regard to an Anglo-Portuguese Com-
mercial Treaty will be resumed as early as
possible.

TRANS-AMERICAN AIRSHIP
FLIGHT.

LONDON, September 13th.
An aviator named Fowler, while flying
eastwards across America, had his aero-
plane demolished as he was crossing the
Rockies, but escaped with a strained back.

THE FEMINA CUP.

LONDON, September 13th.
Mr. Forest's airship *Mourmelon*, which
was steered by Mademoiselle Dutrieu, won
the Femina Cup, flying 143 miles in 2½
hours.

ST. ANDREW'S UNIVERSITY.

LONDON, September 13th.
St. Andrew's University is celebrating its
quin-centenary. A distinguished company
from overseas, including delegates from
India and South Africa, are attending the
celebrations.

THE COLE CASE.

LONDON, September 13th.
The *Chronicle* states that Mr. Harcourt's
action in the Cole case was expedient and
just, and that he did well to show that the
Government had no respect for persons in
such cases.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

WAR RISKS.

LONDON, September 13th.
After dropping to five guineas in-
surance against Franco-German war risks
has risen again to twelve guineas, mainly
accounted out to cover depreciation of shares,
though many cargoes are also being covered.

GERMAN SOCIALISTS AND PEACE.
The German Socialist Congress is discuss-
ing an official resolution protesting against
the attempt to provoke a murderous Anglo-
Franco-German war from which only colonial
pirates, Chauvinists abroad and ashore, and
manufacturers of war material would profit.

The resolution demands the immediate
summoning of the Reichstag to enable the
representatives of the people to voice their
opinions. Violent speeches were made,
accusing the leaders for allowing it to
be supposed that the Socialists would
hesitate to protest against the Moroccan
adventure.

BRITISH NAVAL PREPARATIONS.
LATER.
The Admiralty is rushing large consign-
ments of Welsh and steam coal to Hull,
Newcastle and other North Sea ports by rail
instead of by ship, thus heavily increasing
the cost. Every waggon is labelled "Urgent
O.H.M.S."

The Admiralty has also placed additional
urgent orders for 18,000 tons of coal. It is
stated to be merely an experiment in rapid
dispatch, but in view of the cost it is
surmised that it is being taken rather as a
precaution.

THE FRENCH REPLY TO
GERMANY'S DEMANDS.

LATER.

Reuter's correspondent at Paris quotes
a semi-official statement to the effect
that it is understood the French reply to
Germany will be most explicit, especially
regarding the necessity of maintaining econ-
omic equality for all Powers and political
liberty for France in Morocco.

The reply will be despatched to Berlin at
the end of the week.

M. Caillaux has left to attend the man-
oeuvres at Besancon.

GERMANY AND FRENCH CONGO.
Reuter learns authoritatively that Ger-
many's proposals for territorial compensa-
tion in the French Congo give Germany
direct access to the Congo River, and thus
facilitates eventual railway and road com-
munication across the Congo to German
East Africa.

The compensation area is the richest part
of the territory in rubber and ivory.

GERMAN ARMY MANOEUVRES.

LONDON, September 13th.

The first big action in the German army
manoeuvres has resulted in the failure of the
defenders to capture the invaders' position.
The aeroplanes were working magni-
fiently in discovering routes like sham
trenches.

A FATAL CROSSING.

LONDON, September 13th.

A detachment of the Uhlan Regiment in
crossing the river Elbe on horseback at
Posta got into difficulties and eleven soldiers
were drowned.

MOUNT ETNA IN ERUPTION.

LONDON, September 13th.

Mount Etna is again active, another crater
having opened at Ontenero. There are
continuous earthquakes accompanied by
rain. The eruption of cinders and lava has
covered an area three hundred litres wide
and threatens the railway.

POLAR EXPLORATION.

LONDON, September 13th.

The New South Wales Government is
contributing £7,000 to Dr. Mawson's
Antarctic expedition.

INTERNATIONAL LAWN TENNIS.

LONDON, September 13th.

America has won the preliminary round
for the Davis Cup.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

STEAMER ON FIRE AT SEA.

EXCITING EXPERIENCES.

LONDON, September 13th.
Telegrams from St. Helena state that the
steamer *Papanui* (belonging to the New
Zealand Shipping Company), while on the
voyage from London to West-Australia
with 347 emigrants on board, arrived there
with her bunkers on fire. The emigrants
are housed in the barracks and military
hospital. The crew fought for five days to
extinguish the fire. The cargo is being dis-
charged amid volumes of smoke.

LATER.
Reuter's correspondent at St. Helena
wires that the *Papanui* has been beached
and abandoned.

The vessel was gutted, but part of her
cargo was saved.

A SCULLING RECORD.

LONDON, September 13th.

The Rev. Sydney Swann, an ex-Cambridge
"blue," sculled from Dover to Calais in 3
hours 50 mins, thus creating a record.
[Ten years ago the Rev. Sydney Swann was
chaplain to the English Church at Kobe.]

THE TURF.

LONDON, September 13th.

Betting on the St. Leger is as follows:
13 to 8 against King William, 5 to 2 against
Lyeon, 4 to 1 against Prince Palatine, and
100 to 8 against Pictori.

Probable starters are: King William (F.
Wootton), Lyeon (G. Stern), Tootles
(Donoghue), Prince Palatine (O'Neill),
Atmah (Fox), Pictori (Maher), Cherry King
(H. Jones), Longboat (Winter), Bachelor's
Hope (Mauisse), Beaurepaire (Rickaby).

CHINESE CRUISER AT NEW YORK.

LONDON, September 13th.

The Chinese cruiser *Haihi* has arrived at
New York, where it was received with all
possible honours.

OBITUARY.

LONDON, September 13th.

The death is announced of the Most Rey-
erend William Alexander, late Bishop of
Armagh and Primate of all Ireland, in his
87th year.

[FROM THE MANILA "CARLENEWS"]

AMERICA AND THE RECIPROCITY
BILL.

WASHINGTON, September 7th.

United States Senator Moses E. Clapp yester-
day made a bitter attack on President Taft
in general and on the reciprocity bill in par-
ticular. Senator Clapp denounced the bill as
unjust to the agricultural interests of the
country that form a large percentage of the
population, who were sacrificed to save the
trusts.

Senator Clapp also paid his respects to
the President for the latter's attitude on
the Statehood bill. He declared that the
demand that the provision for the recall of
judges be eliminated from the constitution
of Arizona was a deliberate attempt to bribe
the people of the territory to stifle their
sense of what was right politically, for the
sake of getting into the Union. Senator
Clapp denounces the President's attitude
as a flagrant disregard of the expressed
will of the people.

BERLIN'S LATEST ADDITION.

ALL-NIGHT SWIMMING BATHS.

Berlin, the city which never sleeps, has long
since outdistanced all its European rivals as a
city of night life. In addition to its all-night
cafes, daybreak restaurants, and theatres which
only open their doors at mid-night, Berlin has
now a magnificent bathing establishment which
is open every hour of the twenty-four.

The new bathing establishment has just been open-
ed. It is one of the finest bathing establish-
ments in all Germany. Its swimming baths, both
ladies' and men's, are resplendent in the finest
majolica marble and bevelled glass, while the
Roman and Turkish baths are more than
Oriental in their luxury. A small army of
massages and attendants is constantly on duty,
and the great doors of the establishment are
never closed.

Attached to the baths is a large and up-to-
date restaurant, where Berlin night revellers,
after enjoying a swim at three o'clock in the
morning, may be seen eating an early breakfast
in their bathing dresses.

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SAINT PATRICK."

FROM NEW YORK.
CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

DODWELL & Co., Ltd.,
Agents.
Hongkong, 7th September, 1911. [1124]

EAST ASIATIC COMPANY, LIMITED,
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"FRANQUEBAE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.
All Claims must reach us before the 18th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

EAST ASIATIC CO., LTD.
Hongkong, 7th September, 1911. [1125]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"GLENESK,"
Captain J. Rafferty, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
Optional Cargo will be carried on unless intimation is given to the contrary before NOON TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 A.M.
All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th September, 1911. [1129]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.
All Claims must reach us before the 18th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:
Ex s.s. "Swakopmund" from Africa via Aden.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 7th September, 1911. [5]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record
of the

NEWS OF THE FAR EAST

is given in the

HONG KONG WEEKLY

PRESS.

which is incorporated

in the OVERLAND TRADE REPORT

and is published in advance, \$12 per

Postage \$2 to any part

of the World.

NEWS FROM MANY SOURCES

EMPRESS AND FATHER OF AIRMAN.

"It is perhaps not generally known in England," a contemporary observes, "that the father of Lieutenant Conneau (Beaumont), who won the £10,000 air race prize, coupled a leading position in the household of Napoleon III., and undertook the extremely hazardous task of conveying the Empress Eugenie, on September 4, 1870, from the Tuilleries in an open carriage to the house of Dr. Evans, and thus enabled the famous dentist to arrange for her escape to England."

NEW WAY OF RAISING MONEY.

Lyons proposes taxing bachelors (the *Telegraph* states), but a married man opposes the project, and advocates a tax on husbands. He writes:—I suppose that the only thing that is really wanted is more money. In that case don't tax bachelors; tax married men. I have an idea that will bring in millions. Add a new paragraph to the Divorce Law, running: "Married persons may be immediately and without formalities freed from the bonds of wedlock on payment of £40 to the Treasury." That paragraph on to the Divorce Law, and the State will become so enormously wealthy that we shan't have to pay any other taxes of any kind any more. For my part, I am a poor man, but I am ready to pay £80 down. It would, at any rate, be much cheaper than being married.

ADVERTISEMENT BY WATER.

An ingenious machine has just been put on the Parisian market by an English or American company. According to details given in *Le Publiciste* the machine prints an announcement on the ground in water, which it sprays upon the soil in a fine shower. The letters or signs will last from twenty to thirty minutes, until the evaporation of the water is complete, and as the spray of water also serves the welcome purpose of laying the dust, the invention will doubtless be accorded a heartier welcome than the majority of advertising devices of this nature receive.

A PROPHECY NOT FULFILLED.

The *Paris Journal* recalls that some years ago a Japanese artist visited Paris to benefit from experience to be derived from inspecting studies. On departing he is reported to have said: "In twenty years we shall paint better than you do." The journal adds: "Before this accomplished it will be necessary for the Japanese to take a good many lessons in painting."

AN ORIGINATOR.

Meat up 3d. a pound, butter 5s. a cwt., milk 1d. a quart, fish unprocurable, ice risen by 300 per cent. This is a little of what a strike which has only gone on a few days has brought upon us. If a trade dispute has done this, what will be effected by the Declaration of London in war-time, when the enemy has been licensed by our insatiable rulers to destroy neutrals bringing us, our food?—*The Globe*, August 11th.

SCOTCHMAN'S BILL.

The text of the "Government of Scotland Bill" introduced by Sir Henry Dalziel, Mr. Munro Ferguson, and other Scottish Liberal members, is prefaced by the following memorandum:—"The object of this Bill is to provide for the establishment in Scotland of a legislative body, to be called the Scots Parliament, and for the devolution to that body of the power to make laws on matters exclusively relating to Scotland. By this means it will be made possible to deal with matters of local importance in a local Parliament, and, in addition, the Imperial Parliament will, to a large extent, be relieved from the present pressure of business."

"By the scheme of the Bill, the subjects devolved to the Scots Parliament are specifically enumerated, and the Scots Parliament have no power to make laws on any other subjects. The executive power will continue vested in the Crown, and the administration will be carried on by a committee of the Scots Privy Council responsible to the Scots Parliament to impose taxes, other than duties of Customs and Excise, and arrangements are made for the adjustment of the financial relations between the Scots Parliament and the Imperial Parliament. The supreme power and control of the Imperial Parliament are expressly reserved."

THE "MAGNIFICENT YOUNG CAPTAIN" AND THE BANKER.

Here is rather a good story which is going the rounds in London. It concerns a magnificent young captain of a native regiment, who, coming home on leave, turned into Cox's Bank and informed the cashier that he wished to draw £500. "But I'm afraid that's impossible," replied the cashier. "You see, you already owe us a hundred and we can't do it." "Can I see Mr. Cox?" demanded the soldier. "Certainly," said the cashier, "but I can assure you it will be no use." Ushered into the famous banker's private room, the young man repeated his request. "I am very sorry, Captain So-and-So," said the courteous Mr. Cox, "but you see, we have no security against your present overdraft. If you were killed on service for instance, we might lose even the money which we have already advanced. The soldier put his glass in his eye and coolly surveyed the eminent financier. "I tell you what it is, Cox," he observed, "you're losing your nerve." Rumour says Mr. Cox was so delighted at this audacity that he promptly gave way.

A VANDERBILT ENGAGEMENT.

The engagement of Mr. Harold Sterling Vanderbilt, of New York, to marry Miss Eleanor Sears, of Boston, has been the talk of the town. He is a son of Mr. William Z. Vanderbilt, and brother of the Duchess of Marlborough. Miss Sears is not a millionaire, like her fiancé, but is wealthy. Her exploits in athletics and the hunting field have made her famous throughout America. One of her feats was to swim in the sea off Newport four miles in record time for a woman. Early last year she walked 108 miles in California in fifty-five hours. She wore men's clothes, and outdistanced her pace-makers. Once when the famous polo team was short of a rider Miss Sears volunteered, and came on the field dressed just like a man, in silk shirt and riding breeches. She was not allowed to participate in the game, and became very angry. She was the first American girl to engage in aviation, her first trip aloft being as a passenger with Mr. Graham White. Mr. Vanderbilt is a Harvard graduate engaged in the legal department of the New York Central Railroad, which his family owns. He is a popular young fellow of 29. Miss Sears is 26.

A FAMOUS ENGINEER.

Sir Bradford Leslie, K.C.I.E., the famous engineer, reached his eightieth birthday on August 18th. He was the second son of Mr. Charles Robert Leslie, B.A., and was educated at the Mercers' School and apprenticed to Mr. Brunel in 1847. Mr. Brunel from the first recognised the great natural abilities of his pupil and gave him constant opportunities to learn his profession. He was resident engineer both on the Chepstow and Salish bridges and did many important surveys for his master in the West of England and Wales. The experience Mr. Leslie gained in cylinder sinking and foundation works enabled him to do much useful work in bridge building in India, where he went on Mr. Brunel's recommendation in 1858. The great bridges over the Ichamutti, Koomas Gori, and Hooghly rivers are the monuments of his industry in Eastern Bengal. In 1867 Leslie became agent and chief engineer of the

WM. POWELL, LTD.

HAVE JUST RECEIVED A CHARMING VARIETY

SILKY CASEMENT CLOTHS
AND
THE NEWEST MATERIALS

DRAPING WINDOWS, PORTIERES, MANTELS,
FOR THE AUTUMN SEASON.

Prices Very Reasonable.

East Indian Railway, and during his tenure of office he has reached a high level of prosperity and efficiency. In 1907, having inherited his last bridge, known as the Jubilee Bridge, built 23 miles above Calcutta, Mr. Leslie received the honour of knighthood, and on account of impaired health retired to England, where he took the post of chairman of the Southern Punjab Railway Company. His eightieth birthday finds him busy in designing a new footbridge for Calcutta, rendered necessary by the growth of the traffic, which has far surpassed the carrying powers of the present pontoon bridge constructed by him 37 years ago.

A REMARKABLE CAREER.

AMERICA'S HIGHEST SALARIED
LADY OFFICIAL.

Within one of the handsomest apartments of a great, many-pillared mansion in the City of Washington there may be seen sitting at five o'clock every week day evening a young woman. She is dressed in a suit of spotless white, and every detail of her toilet marks the wearer as one possessed of a delicate feminine judgment in matters of taste. She is seated before a rose-wood table, and when the visitor, after sending in his card, is ushered by a well-trained waiting-maid into her presence, she graciously greets him and invites him to be seated.

From the hour, the environment, and the charming feminine personality one might well fancy that the next move will be an invitation to a cup of "five-o'clock tea." But no Sherlock Holmes could make a guess wider from the facts. This pleasing young woman (says the *New York Times*) is no tea-pouring hostess, welcoming guests to her hospitality. She is to-day the director of the United States Mint, and the apartment into which she welcomes her visitors is her private office in the Treasury building. She is still there at five o'clock, long after all her subordinates have left, because she remains and checks over the day's work of the bureau, and she always stays until the clock is satisfied.

The young woman in question, Miss Margaret Kelly, occupies the enviable position of being the highest salaried female official in the employ of the United States Government. But this fact does not so much entitle her to distinction as this: that, in her present position, she holds a place of responsibility that is second only to those of the Cabinet officers; a place that so far above any other official position held by a woman that it may be said it is first—and there is no second.

FROM STENOGRAPHER TO DIRECTOR.
Miss Kelly, who has for years been employed in the Bureau of the Mint in the Treasury Department, has recently been promoted to be Assistant Director of the Mint. Almost immediately upon this appointment Director Roberts left for an absence of two or three months—during which time he was in charge of the Treasury Department—and all his duties and responsibilities are being assumed by Miss Kelly. Miss Kelly's appointment was due to merit. After leaving her native hills of New Hampshire and obtaining the best education that the private schools of Boston could give her, she determined to make her own way in the world and turned to the Civil Service.

Passing examination for stenographer 15 years ago, she was at once appointed to a place in the office of the Appointment Clerk of the Treasury Department at Washington. After a year's service she was transferred to work as a stenographer in the Bureau of the Mint in the same department. Since that time she has remained in that bureau, advancing steadily until she has now reached the highest point in it.

In the fourteen years I have been in the Mint Bureau," she said, "I have held the position of Stenographer, Private Secretary to the Director, Assistant Director, Examiner, Assistant Director, and now that Director Roberts is absent, I am Acting Director of the Mint—surely a most admirable record for one who, fifteen years ago, entered the service as a stenographer without influence to aid me."

Her training has thoroughly qualified her for the duties she has assumed. When I had to know—well, I had to know everything about the bureau, from auditing accounts to how to coin gold ingots into eagles," she said in discussing her schooling for her position. "Then, when I was examiner, my duties took me travelling all over the country to the various mints; sometimes I would go out to the Pacific Coast; oftentimes I have gone to the Philadelphia mint half a dozen times a month."

A cursory glance at the details of the bureau will make one more appreciative of the burden that is on this young woman's shoulders. There are three coinage mints, with their complicated business mechanism, and nine minor mints, where bullion is bought, but no money coined. There are employed in the mint service more than 1,400 people, many of them experts detailed in a high class of scientific work, whose individual salaries are 5,000 dollars a year or more. Miss Kelly's salary is only 3,000 a year.

THE SEEKER.

A STORY OF LUCKNOW.

"Will you come in to dinner, Mrs. James?" said my host, offering me his arm.
I hesitated for a moment.
"Isn't the other lady coming to dinner to-night?" I asked.
"What other lady?" enquired my host with a puzzled expression. "There is no one besides yourself and your husband and myself in the house."

"But how extraordinary," I said, as we took our places at table. "Do you know, when I was dressing for dinner, a tall fair woman came and stood in the doorway between my room and the drawing-room? She looked at me for a second or two, and just as I was going to ask her what she wanted, she put her hands to her head and walked away!"
"How extraordinary," how very extraordinary," said my host in bewilderment.
"Must have been a ghost," said my husband. "Oh, I hope not!" I cried. "I'm sure I shall not sleep a wink if this is a haunted house."

However, when the time came I slept remarkably well, till about two o'clock in the morning. I woke to find the bright moonlight streaming into the room, and there, Oh! horror of horrors! at the foot of my bed stood the tall fair woman I had seen earlier in the evening. Frozen with horror, I gazed at her, unable to utter a sound, till at length she put her hands to her head in a distracted fashion and rushed into the adjoining dressing-room. In a moment I was shaking my husband vigorously and imploring him to "wake up and follow that mysterious woman." "No," I said, in answer to his sleepy protests, "I have not been dreaming—it was not a nightmare; Oh, for goodness sake get up and see who it is!"

Armed with a light, we went into the dressing-room, but though we searched everywhere there was not the faintest trace of any human being. There was no way out of the room, except through our bedroom, for even the window was heavily barred. "There's something queer about this," said my husband at last. "It's a ghost, Dick," I said, laughing hysterically, while my teeth chattered as if I had aged.

"Oh, isn't it awful that she should have met me in this way?" How am I to stay in this house with this thing hovering round me as it does?"
"Well, go home to-morrow," said Dick. "I'll wire to Johnson the first thing in the morning and tell him to send me a wire recalling me at once on urgent business. We shall have you all if we stop another night in this place."

The telegram about the "urgent business" duly arrived, much to our host's disappointment, and I spent the time after lunch in packing up, so that we could catch the night train home. Several friends of our host dropped in to tea, and among them an old Professor, who had spent many years in Lucknow, and knew much of the past history of the place.

It finally occurred to me that he might know the history of the woman whose ghost haunted the house, so I told him my experience of the night before.
"So you have seen the famous ghost, Mrs. James," he said. "I believe you are the first English person who has seen it, though a number of natives have caught sight of it. Yes, I happen to know the story connected with it, and will tell it to you with pleasure. This house, you must know, is very old, and at the time of the Mutiny was inhabited by an Army Officer, his wife and a year-old baby. When Mrs. Multry brot out the husband was away from home, but the household got warning that the mutineers were coming, and they all promptly ran away and hid. The mutineers came, looked at the house and went their way without burning the place. Then the unhappy mother remembered that she had been guilty of conduct worse than that of the lowest animal—that in her mad flight for safety she had left her baby asleep in its cot. She rushed back to the house in search of it, and found it where she had left it, horribly but unharmed. At the awful sight the mother went out of her mind, and she declared that this was not her baby, that someone had stolen her baby and left this mutilated thing in its stead. From room to room she ran, shrieking to the servants to come back and join in the search for her child, till at length her cries attracted the attention of a band of mutineers who were passing, and they came in to see what was happening."

"They met her in that room over there," added the Professor quietly, pointing towards our bedroom, "and her troubles were soon ended."

Here our host joined in. "I'm afraid I have a confession to make, Mrs. James. Last night when you spoke of seeing a tall fair woman in your bedroom I knew you had seen the famous ghost. But I was afraid to tell you so lest you should lose your night's rest through nervousness."

"I'm glad you said nothing," I answered. "It is strange enough to be awake in terror half the night."

Then I sat silent for some time, thinking of the terrible tragedy about which I had just heard. My heart was full of sorrow for the unhappy woman who had sinned against Nature's Law, and I prayed that her spirit might find forgiveness at the soul of the seeker at rest.
—*Madras Times*. Y. BLAIR.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 2nd August, 1911

VICTOR GRAMOPHONES

\$25 to \$135.

VICTROLA X \$175

VICTROLA IX \$115

ROBINSONS.

1734

SHIPPING IN PORT.

ASANI MARU, Japanese str., 1,743 T. Wakano, 12th Sept.—Ryojin 5th Sept., Coal—Mitsui Co.
CHITURA, British str., 1,349, Benson, 10th Sept.—Shanghai 7th Sept., Mails and General—Butterfield & Swire.
CHITO MARU, Japanese str., 1,346, W. W. Greene, 5th Sept.—San Francisco 9th Aug., Mails and General—Toyo Kisen Kaisha.
CHITURU, Chinese str., 1,823, Wm. Jamieson, 10th Sept.—Shanghai 7th Sept., General—C. M. S. N. Co.
CHOYANG, British str., 1,424, M. Courtney, 12th Sept.—Shanghai and Swatow 11th Sept., General—Jardine, Matheson & Co.
FEICHING, Chinese str., 938, Horvat 7th Sept.—Shanghai 2nd September, General—C. M. S. N. Co.
GLENFALLOCH, British str., 1,434, J. Mason, 8th Sept.—Singapore 2nd Sept., General—Joo Teik Sang.
GREGORY APCAR, British str., 2,961, S. H. Euston, 10th September—Calcutta and Straits 5th Sept., General—David Sassoon & Co.
HONGKONG, French str., 742, A. Cornelissen, 11th Sept.—Haiphong and Pakhoi 10th Sept., General—A. R. Marty.
JAPAN, British str., 3,826, A. Stewart 11th Sept.—Rangoon and Mow 7th Sept., General—David Sassoon & Co.
KORICHAN, German str., 1,292, O. Roselisky, 1st September—Bangkok 23rd August, Rice and Timber—Butterfield & Swire.
KWANG PING, British str., 1,224, Waggott, 11th Sept.—Chinwanian 3rd Sept., Coal—China Engineering & Mining Co.
JABBER, British str., 1,340, C. E. Page, 7th Sept.—Saigon 3rd Sept., Rice and General—Wo Fat Sing.
LARGO LAW, British str., 2,541, R. E. Kellett, 5th September—Guaymas 2nd August, Nuts—Eag Hok Fong.
LINA, British str., 1,432, C. C. Williams, 7th Sept.—Shanghai 4th September, General—Butterfield & Swire.
LOOSCH, German str., 1,189, W. Taubert, 3rd Sept.—Kobeishan and Howtow 2nd Sept., Rice and Wood—Butterfield & Swire.
MACHVEN, German str., 936, R. G. Zoller, 8th Sept.—Bangkok 30th August and Swatow 7th Sept., Rice and Teak—Butterfield & Swire.
MANIWA MARU, Japanese str., 5,243, M. Fuji, 5th Sept.—Macao 1st Sept.
MARIE, German str., 1,169, H. Schalker, 2nd Sept.—Saigon 30th August, Rice—Jensen & Co.
MEINAM, French str., 4,638, Vidal, 5th Sept.—Shanghai 29th Aug., General—Messageries Maritimes.
MEYAP, British str., 1,480, Uldall, 10th Sept.—Singapore 4th September—Sugar—Kin Tin Lung.
MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 5th Sept.—Shanghai 6th Sept., General—Onaka Shosen Kaisha.
MONTAGLE, British str., 6,163, W. Davison, B.N.R., 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., General—Canadian Pacific Railway Co.
NANCHANG, British str., 1,062, R. Robertson 8th Sept.—Ningbo 26th Aug., General—Butterfield & Swire.
NORD, British str., 1,143, E. Jones, 5th Sept.—Funchow 3rd Sept., Kerosene oil—Asiatic Petroleum Co.
ONSANG, British str., 1,737, A. G. Smith, 9th Sept.—Chingwanan 2nd Sept., Coal—China Engineering & Mining Co.
SABINE ROCKERS, Dutch str., 573, D. E. Hoore, 10th Sept.—Haiphong 8th Sept., Kerosene Oil—Asiatic Petroleum Co.
SHAW, British str., 1,223, Simons, 10th Sept.—Singapore 4th September, Coal—Butterfield & Swire.
SIGNAL, German str., 907, J. Soersen, 10th Sept.—Hobow 9th Sept., General—Jensen & Co.
SUSANO, British str., 1,776, M. Pieknel, 3rd Sept.—Wakamatsu 25th and Moji 26th Aug., Coal—Jardine, Matheson & Co.
SZECHEW, British str., 1,142, Jones, 5th Sept.—Hongay 3rd Sept., Coal—Butterfield & Swire.
TELEWACHS, British str., 4,601, J. H. Goodwin, 11th September—Liverpool 5th Aug., General—Butterfield & Swire.
TITARAUM, Dutch str., 3,666, P. Zwart, 8th Sept.—Macassar 1st Sept.—Java-China-Japan Lijn.
WUW, British str., 1,246, H. J. Howard, 12th Sept.—Hongay 10th Sept., Coal—Butterfield & Swire.
YOCKOW, British str., 1,216, W. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.
YUENSANG, British str., 1,128, P. H. Rolfe, 12th September—Manila 9th September, General—Jardine, Matheson & Co.

SAILING VESSEL.

EOLIPSE, British 4-masted barque, 2,996, Jame White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

STEAMERS PASSED THE CANAL.

August 22nd—Matopio, Fumatra, Glenfarg, Senegambia, Local. 25th—Seneca, Atrous, 29th—Candia, Simla. Sept. 1st—Dardanus, Derfingier, Glaucois, Kaga Maru, Kitano Maru, Ponta, Sachan, Tonkin. 5th—Bayern, Denlariq, Benlomon, China, Elmshire, Mortrose, Spicra, Suruga, Sept. 8th—Beneleuch, Malta, Fremont, Penbrokeshire, Fyria, Torra. 12th—Ghana, India, Liberia, Tecmhi, Tydeus.

ARRIVALS AT HOME.

Sept. 12th—Luzon, Siam, Teucer.

Warm Days
bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

Calver's Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store sells it in three tablet boxes.

F.C. CALVERT & Co., Manchester, Eng.

MARTIN'S
APIOL STEEL
PILLS

A French Preparation for all Rheumatic Affections of the Joints, always bringing about a permanent cure. It is a powerful remedy for all cases of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc., and is equally effective in all cases of Indigestion, Biliousness, and other disorders of the Digestive System. It is a powerful remedy for all cases of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc., and is equally effective in all cases of Indigestion, Biliousness, and other disorders of the Digestive System.

MARTIN'S
APIOL STEEL
PILLS

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.

FOR
NERVOUS EXHAUSTION

LOSS OF
MEMORY
and
DEBILITY

and
to
feed the
NERVES

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

36 CAPSULES, IN WINE, AND IN SYRUP

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

HONOLULU, OAHU, the most direct

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
* MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
* KOREA	18,000	SATURDAY, 10th Nov., at 1 P.M.
* SIBERIA	18,000	FRIDAY, 25th Nov., at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
* MONGOLIA	18,000	FRIDAY, 12th Jan., at 1 P.M.
* KOREA	18,000	SATURDAY, 27th Jan., at 1 P.M.
* SIBERIA	18,000	
* MANCHURIA	27,000	

All Steamers are Equipped with Wireless Telegraphy.
The P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 30th September, at 1 P.M.
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Police Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan, to United States Police, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Agents, and Members of the Naval, Military, Diplomatic and Consular Services of the Governments of China and Japan. These Special Rates apply when traveling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class.
SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Port. £43.
HONGKONG TO SAN FRANCISCO via New York £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Company.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	3rd October.
LUCERIO	11,000	J. Mathie	25th October.
HERCULES	7,000	E. Wilhemson	10th November.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong	Proposed Sailings	From Colombo
30th September.		17th October.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

From Hongkong	Proposed Sailings	From Calcutta
Frequent Sailings		End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the most rapid and comfortable Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

"AMERICA" ... 3,000 tons ... to be despatched End December.	
"ANGA" ... 5,600 tons ... to Follow.	

And regularly thereafter.
For Freight or Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

August, 1911.

AVERAGE MARKET PRICES.

September 1st, 1911.

The Prices are given in Dollar Cent.

Burmese Market.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

Pineapple Cooking only.

MISSING BRIDES.

The "after-fright" or by whatever other

name one may term it, which overcame the bride

of the Rector of Whitwell-on-the-Hill is by no

means unprecedented—extraordinary as is the

affair, says a writer in the Leeds Mercury. A

few years ago there was a similar case, when a

society bride forsook her groom at the altar. In

this particular instance the real reasons which

moved the bride never became public property, though they were revealed to a few

persons. In general, however, such decisions at

the altar are the result of "nerves" of some

kind, and the great step which was

about to be taken. Highly wrought persons

become oppressed as the crucial moment

draws near, and the fact is realized

that the step to be taken can never be retraced

—that marriage is a "life sentence" which may

not be commuted to one of a fixed number of

years, as in the case of other sentences.

Thus, a few years ago, a bride actually died

just before the service took place as the result

of excitement on an already affected heart.

The nervous person becomes oppressed with

the step becomes magnified until powers of

reasoning fail. The only hope of safety

appears to be that of instant flight, and it

is unusual for the severity of mind

ever to be recovered. All the same, it

is rarely the case that the faint-hearted

person is the bride. While instances of faint-

heartedness on the part of grooms occur with

great regularity, brides rarely fail to ennobly

parts. Women, it may be said, take to marriage

as a duck takes to water—to them it is the most

natural of occurrences. A wedding in the

case of a man is a time of the greatest embar-

rassment, and in all probability there is never a

time when the ordinary man appears so nervous

as when he has to undergo the ordeal at the

altar.

Bridegrooms Run Away.

The coolest and most self-controlled of men will

feel flustered at such a time. The nervous, highly

strung individual will go far beyond that

stage, and will become thoroughly frightened,

losing courage in a painful manner. The real

source of wonderment is not that so many men

shirk the ceremony, as that so few show "funk"

during the nerve-trying ordeal. The amount of

courage required to meet that necessary for a man to

take his place in a crowded church. In the

latter case the courage, without jesting, is of a

high order, and there is little wonderment that

so many engaged men really dread the approach

of the great day of their lives when they take that

irrevocable step. These facts are well known to

the clergyman who usually presides at the ceremony.

In the opinion of one minister, the

average bridegroom would back out at the last

moment if he could, merely from the attack of

"after fright." In many of these cases the

groom is so thoroughly unbalanced that he is

able to bungle through the ceremony simply by

the assistance of others present aided by the

test of the clergyman.

Numerous examples might be quoted from

recent examples of grooms who run away from

the altar. In a Birmingham instance the

19-year-old bride, a charming damsel according

to the reports, awaited with her friends in the

church for hours. Eventually the girls' room

and had to be carried in a sedan chair to the

edifice. The best man stated that the bride-

groom actually arrived at the church; he was

so painfully affected by the number of

people who had gathered there that his

last remnant of courage oozed out of his fingers.

Despite the efforts of his friends, who endeav-

oured by force to detain him, he indignantly

turned tail and fled. The same faint-hearted

is found in all ranks. Take the case of a Leeds

mechanic; when the bride had gone to work

he told his friends that he had altered his

mind or rather that his courage had forsaken

him, and he felt that he would be less of a fool

if he went to work than if he went to church.

In another West Riding town the wedding

failed to take place owing to the bridegroom

falling out of the cab which was conveying him

to church. As the vehicle was starting, the

bridegroom, Mr. D. H. McCusker, Mr. T. T.

WEATHER REPORT.

On the 13th at 11.55 a.m.—The depression

lying over the Yellow Sea yesterday has moved

into the Western part of the Sea of Japan.

The high pressure area has shifted Eastwards

and is now central over the Pacific to the East

of Japan.

Pressure is near the normal, but still giving

way slowly at the stations bordering the China

Sea.

Light N.E. and E. winds may be expected

over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending

at 10 a.m., to-day, 0.03 inches.

The forecast for the 24 hours ending at noon

to-day is as follows:—

District Forecast.

Hongkong & Neighbourhood { E. winds, light; fine.

Formosa Channel { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Amoy { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Hainan. { Same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

September 13th—A.T. A.M.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Direction.

Force.

Weather.

V. Poole.

Nemuro.

Hakodate.

Tokio.

Kobe.

Nagasaki.

Kagoshima.

Oshima.

Naha.

Kishinoue.

Bonin Is.

Chefoo.

Weihaiwei.

Hankow.

Kiu-kiang.

Shanghai.

Grain.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

Shanghai.

SHIPPING

ARRIVALS.

ASSAYE, British str., 4,559 G. W. Cockburn, 15th Sept.—Bombay 30th Aug. Mails and General. P. & O. S. N. Co.
 DIENAUDE, British str., 1,959, Tough, 13th Sept.—London 29th July, General—Gibb, Livingston & Co.
 CHINCHUA, British str., 13th Sept.—Canton.
 DAIJIN MARU, Jap. str., 899, Yamaguchi, 15th Sept.—Swatow 12th Sept. General—Osaka Shosen Kaisha.
 FRIEDRICH, Chinese str., 13th Sept.—Canton.
 GLENHOLM, British str., 2,339, V. Travis, 13th Sept.—Rangoon and Singapore 8th Sept. General—Seang Tai Hong.
 HELLEN, German str., 782, H. Dendixon, 13th Sept.—Haiphong and Hoihow 12th Sept. General—Jobson & Co.
 KENT, British str., 9,800, S. S. J. Farquhar, 13th Sept.—Wellington 9th Sept.
 MANDARIN MARU, Japanese str., 4,551, T. Ota, 13th Sept.—Mitsui 7th Sept. Coal—Mitsui Bussan Kaisha.
 MANSION, British str., 1,344, G. S. Weigall, 13th Sept.—Sundakan 7th Sept. General—Jardine, Matheson & Co.
 MYRMIDON, British str., 3,063, S. Mallwood, 13th Sept.—Hankow 7th Sept. General—Butterfield & Swire.
 RAJAHMUN, German str., 1,139, C. Wolf, 13th Sept.—Bangkok 5th Sept. Swatow 12th Sept. Rice—Butterfield & Swire.
 TAIHONG, Chinese str., 1,216, R. G. Paramore, 13th Sept.—Shanghai 9th Sept. General—C. M. S. N. Co.
 UNKAI MARU, Japanese str., 3,951, K. Mori, 12th Sept.—Mojji 7th Sept. Coal—Mitsui Bussan Kaisha.

CLEARANCES.

ASSAYE, British str., for Shanghai.
 CHINCHUA, British str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 LARGO, French str., for Amoy.
 MANSION, British str., for Amoy.
 NANCHANG, British str., for Amoy.
 TAIHONG, Chinese str., for Canton.

DEPARTURES.

13th September.
 ALEXIA, German str., for Singapore.
 BRINGO MARU, Japanese str., for Shanghai.
 CHOSHI MARU, Japanese str., for Swatow.
 CHOYANG, British str., for Canton.
 KWANG PING, British str., for Canton.
 MISHIMA MARU, Japanese str., for Kobe.
 OSAKA, British str., for Canton.
 SHANGHAI, British str., for Canton.
 SI-KIANG, French str., for Haiphong.
 TANGU MARU, Japanese str., for Singapore.
 YATSHING, British str., for Singapore.

SHIPPING REPORTS.

The British str. Assaye reports: Good weather.
 The British str. Myrmidon reports: Extra fine weather.
 The British str. Glenholm reports: Very fine weather and strong N.E. set of current.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. Co's str. Mongolia, from San Francisco, sailed from Yokohama on September 9th for Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on September 22nd.
 The T.K.K. str. Togo Maru sailed from Honolulu on the 12th inst. for Hongkong, and is due to arrive at this port on or about the 3rd prox.

THE AUSTRALIAN MAIL.

The N.D.L. str. Prinz Sigismund left Yap on the 11th inst. at 2 p.m., and may be expected here on or about the 18th inst.
 The E. & A. str. Empress left Sydney on the 2nd instant for this port (via Queensland Ports, Timor and Manila).
 The N.Y.K. str. Kure Maru (Australian Line) left Sydney for this port via ports on the 6th inst., and is expected here on the 25th inst.

THE CANADIAN MAIL.

The C.P.R. Co's str. Empress of Japan arrived at Shanghai at 1.30 a.m. on the 11th inst., and left again at 9 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-day.

THE GERMAN MAIL.

The L.G.M. str. Derfflinger, carrying the German Mail, left Hamburg on the 23rd ult., left Colombo on the 19th inst. a.m., and may be expected here on or about the 20th inst.

THE INDIAN MAIL.

The Indo-China str. Kutang left Calcutta for the Straits and Hongkong on the 7th inst., and is due here about the 23rd inst.

MERCHANT STEAMERS.

The Austrian Lloyd's str. Austria left Singapore on the 9th inst., and will arrive here tomorrow at daylight.
 The American & Manchurian Line steamer Matoppe left Singapore on the 10th inst., and is due here on or about the 16th inst.
 The str. Glenfarg passed the Suez Canal on the 22nd ultimo, and is due here on or about the 24th inst.
 The T.K.K. str. America Maru sailed from Honolulu on the 12th inst., en route to Hongkong; the mails, passengers and cargo to be transhipped at Yokohama to str. Nippon Maru.
 The O.S.K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 19th ult., and is due here on or about the 27th inst.
 The T.K.K. str. Hongkong Maru sailed from Valparaiso on the 9th instant for Hongkong via Iquique, Callao, Salina Cruz, Manzanillo, Honolulu, Yokohama, Kobe and Moji.
 The T.K.K. str. Bujo Maru arrived at Yokohama on the 13th inst., from South American ports, sails thence on the 15th inst., and is due to arrive here on or about the 29th inst.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
 "GLENHOLM"
 Will be despatched for the above Ports on or about 30th inst.
 For Freight or Passage, apply to
 SHEWAN, TOMES & Co., Agents.
 Hongkong, 11th September, 1911. [1142]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
LONDON, HAMBURG & ANTWERP	GLINTURBET	Brit. str.	—	—	—	About 30th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	FURST BULOW	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 7th Oct.
HAVRE & HAMBURG via STRAITS, &c.	ALBIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE, ROTTERDAM & HAMBURG &c.	PERUSSEN	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 29th Sept.
HAVRE, BREMEN & HAMBURG &c.	HEINRICH	Ger. str.	k.w.	Russen	HAMBURG-AMERIKA LINE	On 13th Oct.
HAVRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k.w.	Russen	HAMBURG-AMERIKA LINE	On 25th Oct.
HAVRE, BREMEN & HAMBURG, &c.	SERENAMIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	About 20th inst.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	—	—	—
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Summe	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 11th Oct., at D'light
TRIESTE, &c. via SINGAPORE, &c.	VORWAERTS	Aus. str.	—	R. Dannecker	SANDER, WIELER & Co.	On 27th inst.
BOSTON & NEW YORK	ROBERT	Am. str.	—	—	—	—
NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON	BUELOW	Ger. str.	—	H. Formes	ALBRECHT, KARBBERG & Co.	On 16th inst.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	—	—	On 20th inst., at Noon.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	CHICAGO	Jap. str.	—	—	—	On 16th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	CAMON MARU	Jap. str.	—	K. Noda	OSAKA SHOSHEN KAISHA	On 3rd Oct., at 11 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	G. B. McGill	NIPPON YUSEN KAISHA	On 10th Oct., at Noon.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	KUMBERG	Brit. str.	—	—	—	On 23rd inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	THE BANK LINE, LIMITED	On 3rd Oct.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	W. W. Greene	CANADIAN PACIFIC R. Co.	On 14th Oct., at Noon.
SAN FRANCISCO via KEELUNG, SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	—	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	PERIA	Brit. str.	—	M. Yagi	PACIFIC MAIL S.S. Co.	On 20th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	NIRKO MARU	Jap. str.	—	—	—	On 29th inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	F. Bruening	MELOCHERS & Co.	On 7th Oct., at D'light.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Jap. str.	—	M. Hagino	MELOCHERS & Co.	About 19th inst.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 27th inst., at 11 a.m.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	V. Zwart	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	TITARAOM	Dut. str.	—	—	—	—
MEXICAN, PERUVIAN & CHILEAN & JAPAN	DUYO MARU	Jap. str.	—	—	—	—
TSINGTAU	CHONGSHING	Brit. str.	—	V. McCloyant-Liddell	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
TSINGTAU	HUICHOW	Brit. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
TSINGTAU	ASSAYE	Brit. str.	—	G. W. Cockburn, R.N.R.	P. & O. S. N. Co.	On 19th inst., at 5 p.m.
TSINGTAU	CHINCHUA	Brit. str.	—	—	—	To-morrow, at 5 p.m.
TSINGTAU	AUSTRIA	Am. str.	—	Raich	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	CHOYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 5 p.m.
SHANGHAI	CHOYANG	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., Ltd.	On 17th inst., at D'light.
SHANGHAI	ANQUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	ANQUI	Brit. str.	—	—	—	On 16th inst., at M'night
SHANGHAI	SERENAMIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 20th inst.
SHANGHAI	DERFFLINGER	Ger. str.	—	F. Proesch	MELOCHERS & Co.	About 20th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI	SUMATRA R.N.R.	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	LIXAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 23rd inst., at M'night
SHANGHAI	KUTANG	Brit. str.	—	—	—	On 26th inst., at Noon.
SHANGHAI	WAKASA MARU	Jap. str.	—	—	—	On 27th inst.
SHANGHAI	CANDIA	Swed. str.	—	N. Nilsson	E. & O. S. N. Co.	About 28th inst.
SHANGHAI	CANTON	Brit. str.	—	—	—	About 17th Oct.
SHANGHAI	DELTA	Brit. str.	—	F. S. Bradshaw	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	TAIYODAS	Dut. str.	—	M. V. Wijk, Janssens	JAYA-CHINA JAPAN LINE	On 27th inst., at 10 a.m.
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	—	To-morrow, at 1 p.m.
SHANGHAI	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARBAIK & Co.	On 21st inst., at 1 p.m.
SHANGHAI	HAITANG	Brit. str.	—	J. S. Roach	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 2 p.m.
SHANGHAI	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
SHANGHAI	TAMING	Brit. str.	1 m.	Pennothather	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 p.m.
SHANGHAI	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 19th inst., at Noon.
SHANGHAI	LOONGSANG	Dut. str.	—	—	—	On 23rd inst., at 2 p.m.
SHANGHAI	CHONG MARU	Dut. str.	—	—	—	On 19th inst.
SHANGHAI	VELAKAT	Dut. str.	—	—	—	Quick despatch.
SHANGHAI	YATSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	JAPAN	Brit. str.	—	A. Stewart	DAVID SASSOON & Co., Ltd.	To-morrow, at 3 p.m.
SHANGHAI	NAMKANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SHANGHAI	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI	BORNEO	Ger. str.	—	F. Sombill	MELOCHERS & Co.	Middle of Sept.
SHANGHAI	SI-KIANG	Frenc. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 27th inst., at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE
 MAGNIFICENT EAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ BTEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORCK"	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to
 MELOCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911. [1087]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"BUELOW," Capt. H. FORMES	16,900	Wed'ay, 20th Sept., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROESCH	17,000	About 20th Sept.
MANILA, YAP, MARONN, SAMAR, RAU, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ SIGISMUND," Capt. F. BRUENING	6,000	Saturday, 7th Oct., D'light.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. F. BRUENING	6,000	About 19th Sept.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy. Now System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 11th September, 1911. [1087]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS.
COPENHAGEN AND BALTIC PORTS	"YEDDO"	About 20th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"CANTON"	About 17th October.

For Freight and Further Particulars, apply to
 OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
 46, YORK BUILDINGS TOP FLOOR.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Sept., 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Sept., 4 p.m.

For Freight or Passage, apply to
 SHEWAN, TOMES & Co., General Managers.
 Hongkong, 31st August, 1911. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" Sat., 23rd Sept.	"EMPRESS OF IRELAND" Fri., 20th Oct.
"MONTEAGLE" Saturday, 14th Oct.	
"EMPRESS OF INDIA" Sat., 4th Nov.	"EMPRESS OF BRITAIN" Fri., 1st Dec.
"EMPRESS OF JAPAN" Sat., 2nd Dec.	"EMPRESS OF BRITAIN" Fri., 29th Dec.

Steamships leave HONGKONG at 6 p.m.
 The Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate or Steamers £43 £45.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," as rises Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 14th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets are available by the Indo-China Steam Navigation Co's Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 14th September, 1911. [1139]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 15th inst., at 3 p.m.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 11th September, 1911. [1140]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ROBERIC."

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	DELTA	Noon, 16th Sept.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA	About 21st Sept.	Freight and Passage.
	CANDIA	About 28th Sept.	Freight only.
SHANGHAI	DELHI	About 28th Sept.	Freight and Passage.

For Further Particulars apply to
HONGKONG, 14th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 14th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 16th Sept., M'night.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 21st Sept., 4 P.M.
SHANGHAI	"LINAN"	On 23rd Sept., M'night.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 14th September, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 16th Sept., 2 P.M.
SHANGHAI	"CHOTANSANG"	Sunday, 17th Sept., D'light.
SANDAKAN	"MAUSANG"	Tuesday, 19th Sept., Noon.
TIENTSIN via TSINGTAU	"CHEONGSHING"	Tuesday, 19th Sept., Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept., 2 P.M.
SHANGHAI, MOJI and KOBE	"KUTSANG"	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept., Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yagtsue Ports, Tsingtau, Weihaiwei, Chetso Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kadsat, Lahad, Datu, Simporna, Tawo Usukan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 14th September, 1911.

HAMBURG-AMERIKA LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:	FOR HAVRE & HAMBURG:
FOR SHANGHAI, MOJI & YOKOHAMA:	S.S. ALESIA ... 14th Sept.
S.S. GAMBIA ... 20th Sept.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. BAYERN ... 6th Oct.	S.S. PREUSSEN ... 19th Sept.
S.S. ARCADIA ... 18th Oct.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SLAVONIA ... 3rd Nov.	S.S. RHEINFELS ... 29th Sept.
S.S. SCANDIA ... 16th Nov.	FOR ROTTERDAM & HAMBURG:
S.S. SPEZIA ... 2nd Dec.	S.S. FURST BULOW ... 7th Oct.
	FOR HAVRE & HAMBURG:
	S.S. SUEVIA ... 13th Oct.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SENEGAMBIA ... 25th Oct.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 15th Sept., at 1 P.M.
"HAIYANG"	Capt. J. S. Koch	THURSDAY, 21st Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LARRAIK & Co.,
GENERAL MANAGERS.
HONGKONG, 13th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Green	FRIDAY, 15th Sept., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINTO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

* Triple Screw, turbine engines.
* Twin Screw.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

TO LONDON	£71.10.0
TO VALPARAISO	Yen 570.00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—
TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINTO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

* The s.s. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 17th Sept., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778

S. HIROI, MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 27th Sept., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	9,000	WED'DAY, 27th Sept., at Daylight.
	AKI MARU	7,000	WED'DAY, 11th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 7th Oct., from Kohn
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 10th Oct., at Noon.
	SAWA MARU	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	5,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU	7,000	WED'DAY, 27th September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	7,000	WED'DAY, 27th Sept., at Noon.
KOBE and YOKOHAMA	KAGA MARU	7,000	THURSDAY, 28th 11 A.M.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU	6,000	TUESDAY, 19th September.

|| Omitting Keelung and Shimizu.
\$ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers, & Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.
Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$120	\$110	\$100	\$50
2nd	\$80	\$70	\$60	\$90

With Option of rail-between Steamers' Calling Ports in Japan.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.									
STEAMERS		Leave	Connecting Steamers		Due	Due			
to		HONGKONG	from COLOMBO to		MARSEILLES	PLYMOUTH			
COLOMBO			MARSEILLES & LONDON		(Brindisi 2 days earlier)	(London 1 day later)			
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY			
ASSAYE	7500	February 3	MANITUA	11000	March 2	March 8			
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22			
DELHI	8000	March 2	MOREA	11000	March 30	April 5			
INDIA	8000	March 16	Through Steamer		April 13	April 19			
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3			
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17			
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31			
DELHI	8000	May 11	MALWA	11000	June 8	June 14			

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tonnage	about
NYANZA	7000	February 7
NILE	7000	March 6
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUE	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

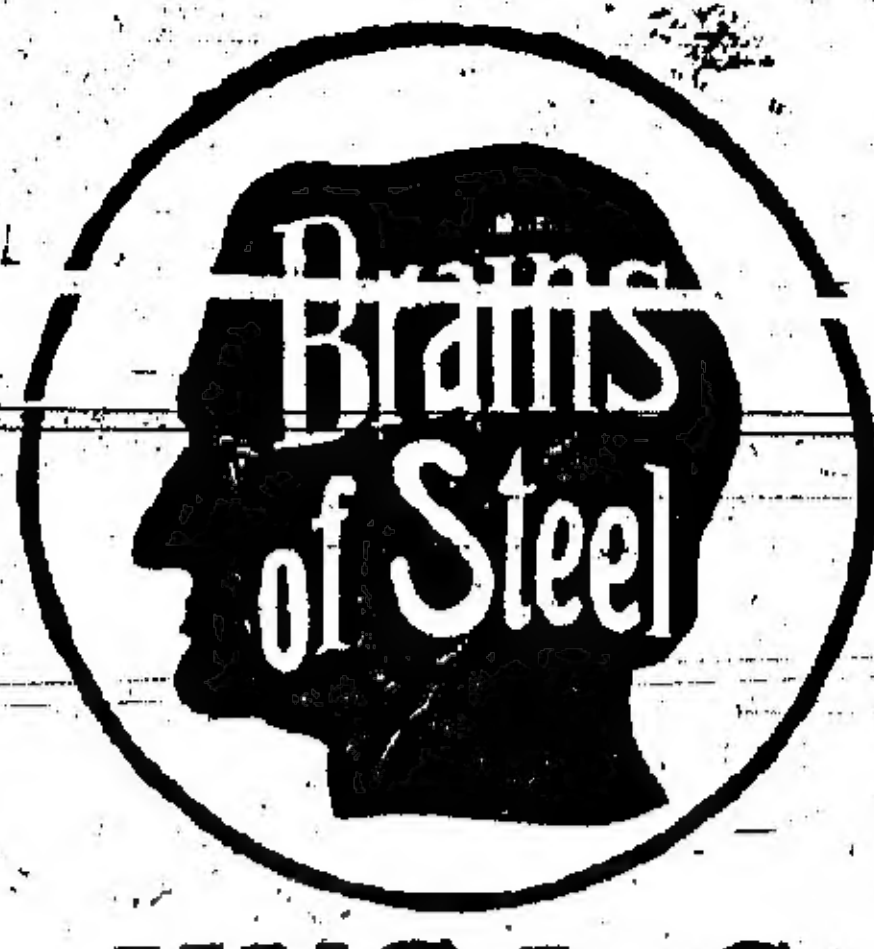
1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £36.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

10861



"BRUNSVIGA" THE CALCULATING MACHINE

Does all Calculating for you.
GRIMME NATALIS & Co.,
BRAUNSCHWEIG.
Will be sent to your Office for inspection if
you will kindly apply to
Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 8th September, 1911.

Kios Cigarettes

First class
in quality and packing
Türk. Tabak- & Cigaretten-Fabrik, "Kios" o. E. Robert Böhm, Dresden.

Hongkong, 8th September, 1911.

HOEHL

Extra
Dry.

Gott American.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 8th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN
Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for
1911. Stamps intended for Postage purposes may be perforated but not obliterated.

The *Empress of Japan*, with the Canadian Mail, left Shanghai on Monday, the 11th inst.,
at 9 P.M., and may be expected here to-day, at 9 A.M.

The *Delta*, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Haiphong	Hongkong	Thursday, 14th, 9.00 A.M.
Shanghai, Kobe and Moji	Gregory Appear	Thursday, 14th, 11.00 A.M.
Macao	Sui Tai	Thursday, 14th, 1.15 P.M.
Shanghai	Chin Hua	Thursday, 14th, 5.00 P.M.
Port Arthur	Asahi Maru	Thursday, 14th, 5.00 P.M.
Swatow and Singapore	Maehew	Thursday, 14th, 5.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, HONOLULU
and SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow
Macao
Singapore, Penang and Calcutta
Hohow, Singapore and Bangkok
Tientsin
Keelung, Shanghai, Moji, Kobe and Yokohama
EUROPE, &c., INDIA VIA TATTOOBIN,
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.)

(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.
The Parcel Mail will be closed to-
morrow 5 P.M.

Manila (Taking Mail Cebu and Iloilo)
Macao
Kobe
Shanghai

SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Tamsui
Chinampo (Korea)
Sankaku
Batavia, Cheribon, Samarang and Sourabaya
Timor, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide, Dunedin,
Perth and Fremantle
Tientsin and Tientsin
Manila, Cebu and Iloilo
Wellington, Chofoo and Tientsin

EUROPE, &c., INDIA VIA TATTOOBIN,
(Late Letters 11.00 A.M. to 11.30 A.M.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Swatow, Amoy and Foochow
Shanghai
Manila (Taking Mails for Cebu and Iloilo)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VIETNAM and VANCOUVER (B.O.)
SIBERIAN MAIL TO EUROPE

Manila (Taking Mails for Cebu and Iloilo),
Yap, Marou, Friedrich Wilhelmshafen,
Babel, Herberichshof, Matupi, Samarai,
Brisbane, Sydney, Hobart, Launceston,
New Zealand, Dunedin, Melbourne,
Adelaide, Perth and Fremantle

Chiyu Maru

Delta

Yuenang

Sui Tai

Tyitarom

Choyang

Anhui

Dajin Maru

Unai Maru

Mausang

Tyitarom

Eastern

Cheongching

Taming

Huichow

Birole

Haitan

Chenan

Loongang

Empress of Japan

Prins Sigismund

Friday, 6th, 5.00 P.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 13th.	
ON LONDON—	
Telegraphic Transfer	100/11
Bank Bills, on demand	100/11
Bank Bills, at 30 days' sight	100/11
Bank Bills, at 4 months' sight	100/11
Credits, at 4 months' sight	100/11
Documentary Bills 4 months' sight	100/11
ON PARIS—	
Bank Bills, on demand	226/
Credits, at 4 months' sight	230/
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	45/
Credits, at 60 days' sight	44/
ON HONGKONG—	
Telegraphic Transfer	134
Bank, on demand	134/
ON SHANGHAI—	
Bank, at sight	75/
Private, 30 days' sight	76/
ON YOKOHAMA—	
On demand	88
ON MANILA—	
On demand	76/
ON SINGAPORE—	
On demand	108
ON BATAVIA—	
On demand	14 1/2
ON HAIPHONG—	
On demand	333
ON SAIGON—	
On demand	311.10
SOVEREIGNS, Bank's Buying Rate	257.70
GOLD LEAF, 100 fine, per tola	248.
BAR SILVER, per oz.	248.

SUBSIDIARY COINS.

	per cent
Chinese	25.35 discount
Chinese	26.20
Hongkong	25.22
Hongkong	26.08

SHARE LIST—QUOTATIONS. HONGKONG, SEPTEMBER 13TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, buyers
China Bank Corporation, Limited	60,000	\$12	all	\$285 10/
China Light and Power Company, Limited.	50,000	\$5	all	\$103, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1.50
COTTON MILLS.				
Hongkong Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 53.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 70	all	\$51
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 10	all	Tls. 43.
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 62.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	\$74	all	\$23, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sales
New Army Dock Co., Limited	10,000	Tls. 100	all	\$3, sellers
Shanghai Dock and Engineering Co., Ltd.	35,000	Tls. 100	all	Tls. 38
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	Tls. 36, r div.
Green Island Cement Co., Limited	7,000	\$10	all	\$385, sal. & bu.
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$200
Hongkong Electric Co., Limited	12,000	\$50	all	\$213, buyers
Hongkong Hotel Company, Limited	8,000	\$50	all	\$119, buyers
Manila Metropole Hotel Limited	15,000	\$10	all	\$72, buyers
Hongkong Ice Company, Limited	60,000	\$10	all	\$11
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$185
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$19, sal. & sel.
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$206, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$20
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$360
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 155, buyers
Union Insurance Society, Limited	12,000	\$250	all	\$320, buyers
Yantai Insurance Association, Limited	12,000	\$100	all	\$227 1/2, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sal. & bu.
Kowloon Land and Building Co., Ltd.	6,000	\$10	all	\$32, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINE.				
Societe Francaise des Charbons du Tonkin	16,000	Fus. 250	all	\$700
Ramb Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$2.65
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sellers
Philippine Co., Limited	50,000	\$10	all	\$100, buyers
RAVING.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$143, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$23, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$64, 1/100
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$5 17.6
Star Ferry Company, Limited	10,000	\$10	all	\$75, sellers
South China Morning Post, Limited	10,000	\$10	all	\$103
Steam Laundry Company, Limited	20,000	\$5	all	\$5, sal. & bu.
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, sellers
Watkins, Limited	10,000	\$10	all	\$24, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$51, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4 10.
Union Waterboat Co., Limited	100 fide.	\$10	all	\$300.
	57,000	\$10	all	\$7

RUSSIAN—Daily Wire

Para Rubber in London 4/10 per lb. firm.

Loans

Chinese Imperial 1885

Account Value Interest Quotation

Tls. 767,200 Tls. 250 7% p. annum Par.

VERNON & SMYTH, Share-Brokers.

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS

AND IMPORTERS.

14, DES VERTS ROAD, HONGKONG.

TELEPHONE 358. CABLEGRAMS "MARINEWORK"

AGENCIES AND STOCK HELD:

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ALL ELECTRICAL SUPPLIES.

W. H. ALLEN SON & CO., LTD.

MACHINERY, STEAM PUMPS.

J. B. PETTER & CO., LTD.

KEROSENE OIL ENGINES AND PUMPS.

THE WELSBACH INCANDESCENT GAS CO.

GAS FITTINGS, BURNERS AND MANTLES.

T. H. AND J. DANIELS, LTD.

SUCTION AND POWER GAS PLANTS, ENGINES.

W. E. WATSON & CO.

MARINE BEARING METALS, &c., &c.

Hall's Washable Distemper, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon

Pine Lumber, "OSRAM" Electric Lamps, &c., &c.

THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca



A LUXURY TO
THE MAN
OF TASTE

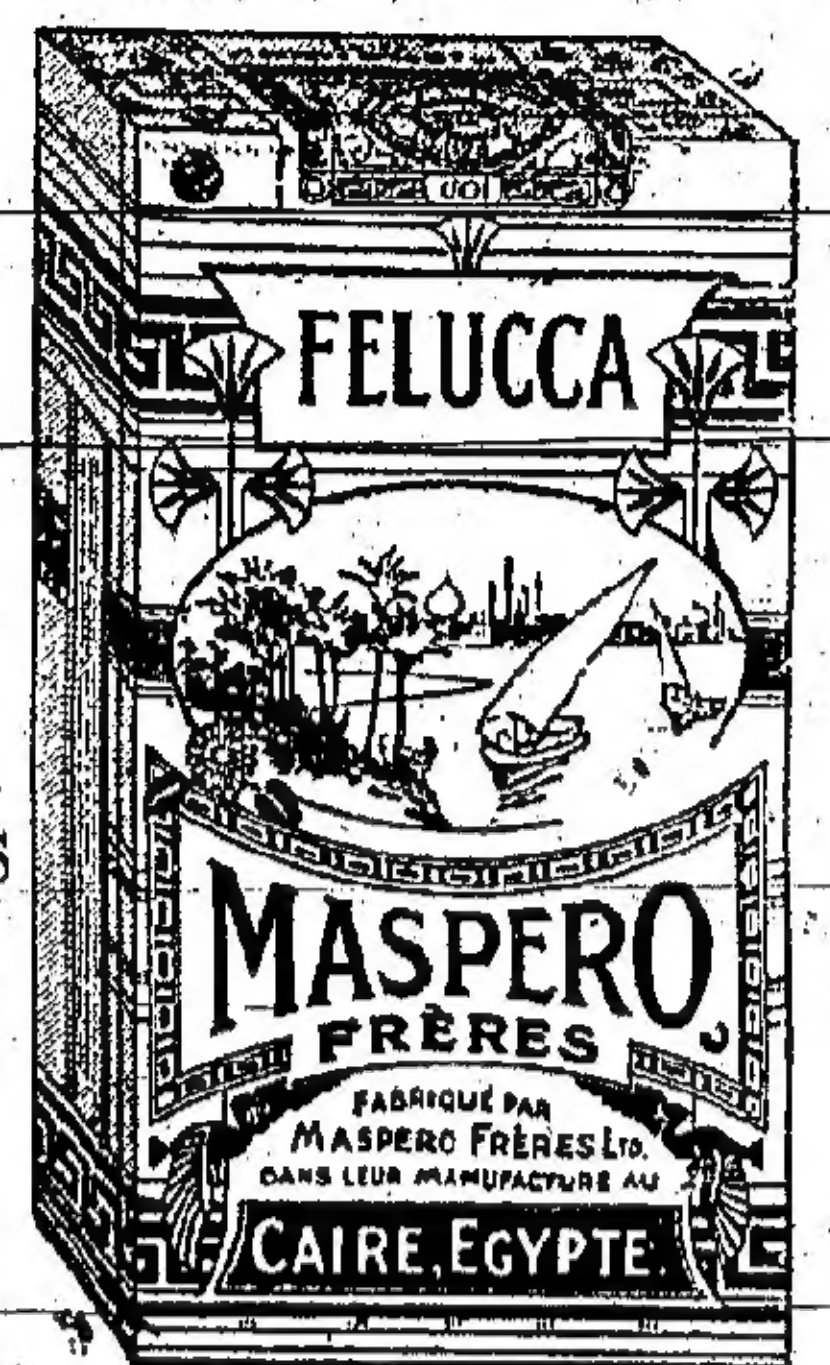
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Milkmaid

BRAND

Milk

GUARANTEED

FULL CREAM.

LARGEST SALE

IN THE

WORLD.

TRADE MARK.

Another Famous Product on the above

Company is its

STERILIZED

NATURAL MILK.

A trial of which will satisfy you of its

EXCELLENCE.

PRICES:

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.

SWAN TIE, Queen's Road Central.

CHONG TIE, Queen's Road Central.

MAN YUEN, Queen's Road East.

NAM HING LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY,

11, Cause Road.

PASTEURIZED AMSTEL

BEER.

A SPECIALLY LIGHT AND PALATABLE BEER.

THE BEST BEER ON THE MARKET.

PER CASE 4 DOZ. QTS. } \$16.50

" " 6 " " }

For Local Consumption Duty added.

SOLE AGENTS:

H. PRICE & CO., LTD.,

WINE MERCHANTS.

12, QUEEN'S ROAD, CENTRAL.

TO-DAY

11 A.M.—Twentieth Half-Yearly Drawing of

Sixty-five Debentures of Hongkong Club.

FORTHCOMING EVENTS.

Monday, 18th Sept.—Auction of Crown Land at

Kennedy R.D. by Public Works Dept. 3 P.M.

Monday, 18th Sept.—Annual General Meeting

of Hongkong Cricket League, in the